

OLD REGIMENT HAS HAD DISTINGUISHED CAREER

Has Seen Service in Every Military Call Since Its Organization.

GRAYS DATE FROM JUNE 12, 1844.

Volunteer for Service in Mexican War Under Captain Robert G. Scott in 1846.

The First Virginia Regiment, which will open its new armory erected by the city of Richmond for the First Battalion, known as the Richmond Grays, on Friday night, is one of the most historic military organizations in the State. The First Regiment Association contains in its membership many of the most prominent men in Richmond. The formal opening exercises will take the form of a full dress drill, when the battalion will appear for the first time in its new full dress uniform of Confederate gray, the drill to be followed by a military ball, which will be a brilliant event.

The First Regiment, Virginia Infantry, was organized May 1, 1851, in the city of Richmond, with Colonel Walter Gwynn in command. The regiment, or some of its companies, has taken part in every military movement in the city and State from that date up to the present time. The companies were organized at a much earlier date. The Richmond Grays was organized on June 12, 1844, and under the command of Captain Robert G. Scott, volunteered for service in the war with Mexico, 1846.

In 1858 the regiment took part in the ceremonies incident to the removal of the remains of President Monroe from New York, and participated with the crack Seventh Regiment of New York, which came down as escort to the body of the former President on that occasion.

In 1859 the regiment was ordered out to assist in quelling the disturbance created by John Brown in his raid at Harper's Ferry. After the capture of Brown, the regiment was ordered to the front, and participated in the battle of Antietam. The Richmond Grays, being the first company ordered out of Richmond, was sent to Norfolk and assisted in the Twenty-first Virginia Regiment. Next came the Blues and Company F. These two companies were sent to Fredericksburg and assigned to the Forty-sixth Regiment. The remaining companies went into service under Colonel P. T. Moore, and they were reinforced by a company from Washington, under the command of Captain C. K. Sherman.

After the close of the war in 1865, the regiment was out of commission until December, 1871, when it was reorganized, with John A. Sloan as colonel. Its first public appearance was at Philadelphia in the centennial celebration of 1876, when it met with marked distinction.

HAVE HELD COMMAND
Colonel Sloan was succeeded by General Bradley T. Johnson, an officer who had made a fine record in the Confederate Army. Under his command the regiment was kept up to a high standard in discipline. General Johnson was succeeded by John B. Russell as colonel, and under his command the organization was kept up to a high state of efficiency and participated in the centennial celebration and encampment at Yorktown, 1881. In 1882 General Charles J. Anderson was elected to succeed Colonel Russell. During the period of his command the regiment, or some of the companies, were called upon on several occasions to quell disturbances among them, being the riot at Newport News, but prompt orders on the part of Governor Fitzhugh Lee and the quick response from the First Regiment, two companies of which were on their way to Newport News in two hours from the time they received their orders, prevented serious consequences, and after being on duty four days in a miserable slush of rain and snow they were recalled.

Colonel Anderson was succeeded by M. L. Spotswood, who made an excellent record. Under his command the regiment fully sustained its past record for proficiency, winning several prizes in competition.

EVERY COMPANY VOLUNTEERED IN SPAIN-AMERICAN WAR
Colonel Spotswood was succeeded by Henry C. Jones, a most capable officer. While under his command there were various calls made upon the military which were promptly responded to. It can be truly said that the men responded for actual duty more promptly than on occasions of pleasure, and when the call for troops was made for the war with Spain every company offered its services, but for some reason, never explained, all were not accepted, and the regiment divided up.

Three of the companies were assigned to the Second Virginia Regiment and one to the Third Virginia Regiment. On the latter, the company of the three remaining companies through their commanding officer, Colonel George Wayne Anderson, requested the Governor to assign them to duty and allow them to form and go in service as the First Virginia Regiment, but their services were not needed, as the war came to a close in a very short time.

After the war with Spain, the regiment was again reorganized in October, 1906, under the command of Colonel Anderson. It was designated the Seventeenth Virginia Regiment. As the Seventeenth Regiment, it was called upon on several occasions in aid of the civil officers in quelling disturbances, the most noted being the strike of the street car men in 1908 in Richmond. The entire regiment was on duty for about thirty days, and performed very efficient service.

Colonel Anderson was succeeded by William J. Perry, August 6, 1906. Under Colonel Perry the regiment has taken part in several national and State encampments, and to-day stands ready to perform any duty to which it may be assigned.

Mrs. Victor Williams, who will aid in receiving the guests, is a niece of Colonel Lewis B. Williams, one of the most gallant soldiers of the Confederacy, who was killed in the battle of Gettysburg. It is expected that many other descendants of the wartime members of the First Regiment will attend the celebration.

Annual Outing for Children.
(Special to The Times-Dispatch.)
Harrisonburg, Va., May 24.—Seventy-five children, pupils of the Episcopal Mission Schools at Rocky Bar and St. Stephens, in the Blue Ridge section of East Rockingham, were brought to Harrisonburg by Rev. J. R. Ellis for their annual outing. A majority of the youngsters saw their first moving pictures and their first automobile. Many people of national prominence have contributed to the work in the Blue Ridge section, including Mrs. Theodore Roosevelt, who has given several hundred dollars for the work among the mountain children.

INLAND TRADE COMMITTEE TO OPPOSE TRACK REMOVAL

Prefers Grade Crossings on Broad and Belvidere Streets to West End Station.

WOULD WAIT FOR UNION DEPOT

Finance Committee to Act on Important Resolutions, Including Public Library, To-Night.

A subcommittee from the inland trade committee of the Chamber of Commerce will appear before the Council Committee on Streets at 5 o'clock this afternoon to urge the withdrawal of objection to the railroad tracks on Broad and Belvidere Streets. Two ordinances of long standing, scheduled for a hearing this afternoon, provide for the revoking of the city ordinances under which the grade crossings on these streets are maintained.

Broad Street merchants in particular, have repeatedly protested against the blocking of vehicular traffic caused by the passage of long trains across this thoroughfare. An ordinance introduced more than a year ago directs the removal of the tracks on Broad Street, and another pending ordinance repeals the act under which the connection railway along Belvidere Street is operated.

The long union station inquiry and the subsequent endorsement by the Council of the plan for a two-road station on the Hermitage Golf Club property, caused the merchants to abandon their fight for the removal of the tracks, in the hope that the relief would be provided by the early construction of the proposed station. The failure of the West End station to materialize has injected new life into the movement, and an effort will be made to secure a report on the two pending measures aimed at the grade crossings.

CHAMBER BOARD FAVORS DOWNTOWN UNION STATION
From the beginning of the union station movement, the board of directors of the Chamber of Commerce has consistently espoused the downtown depot plan, and opposed the West End station, which was proposed by the Richmond, Fredericksburg and Potomac and Atlantic Coast Line Railroads. This position is reflected in the chamber's views upon the proposal to require a removal of the tracks on Broad and Belvidere Streets. It is the conviction of the chamber—or at least of its board of directors—that it is better to endure grade crossings on these streets until they can be eliminated by the construction of a union station to accommodate all the roads, than to force the removal of the tracks and the construction of a two-road station.

A number of the merchants who are pressing the two ordinances before the committee, although members of the chamber of commerce, are on record as favoring the West End station. Most of the merchants on Broad Street united in signing a paper endorsing the proposed station on the Hermitage Golf Club site, and in presenting the view to the special Union Station Committee which conducted the general inquiry.

STATION AT ALL
The sharp difference of opinion that still appears to obtain with regard to the West End station, with it being, seriously, related to the building plans of the two roads which proposed to construct and use it. At the last public hearing on the matter, Vice-President Alexander Hamilton, of the Atlantic Coast Line Railroad, warned the city that his road would not join in building an expensive station, which was not acceptable to a considerable body of citizens. He intimated that nothing would be done as long as marked division of opinion continued.

The fact that neither the Atlantic Coast Line nor the Richmond, Fredericksburg and Potomac has taken any steps, as far as is publicly known, toward carrying into effect their promise to build a \$1,000,000 joint station in the West End, appears to indicate that Mr. Alexander's threat was not an idle one. A beautiful drawing of the proposed station was exhibited to the City Council, and tentative plans for the building were made public, but aside from this, the West End station project has for almost a year given no sign of life.

FIVE OTHER COMMITTEES
The five other committee meetings of this week engage the Council's attention. The Committee on Public Buildings, Properties and Utilities will meet at 8 o'clock to-night to consider, among other things, the proposal to allow Richmond College to empty into the James River below the intake at the Settling Basin a large trunk sewer draining the college tract at Westhampton. The college authorities, as well as the heads of the city departments affected, will be present at the hearing.

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They also will raise the outcry of "taxation without representation." The women have no voice in the affairs of the systematic benevolence committee, and there is only one woman who has any connection with the general assembly. She is Mrs. W. C. Winslow, of Kansas City, Mo., superintendent of the women's council.

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